morandum which sets forth the difrence between the substitute measure offered and the bill passed by the outer of Representatives. Particular niphasis is laid upon the fact that it flouse legislation did not safetard completely the expenditure of the joint Federal and State money. derewith is the comment covering

The bill H. R. 7617, passed by the The bill it h. for the property of the property and later referred to this high quality of service are broughts of ministee, is most seriously defective foreibly to the notice of the motor-truck users by the recent sale of the property of ommittee, is most seriously defective forcibly to the notice of the motorin its failure to afford reasonable inparticle of the following the part
of the Federal government of the Fedral appropriations. A careful reading
of Section 3 of the House bill reveals
he fact that no power is vested in the
ecretary of Agriculture to disapprove
he application by a State highway delar artment for aid under the provisions
of the act unless the read for which
he act passed by the House brings
their bargain. In a sought fails to come within the rovisions of the net. Inasmuch as the act passed by the House brings ractically every class of roads in the inited States within the provisions of the act, the Secretary of Agriculture would have no power to disapprove the road, he selection of the road, he then required by the terms of the sitten required by the terms of the percent. The truck is identified as "No. 3" is well and the following officers the required with the following officers. Therefore, and are delighted with the following officers. partment surveys, plans, specifica-ons, estimates and such other infor-ation as he may consider proper. He given no power of approval or dis

ought forth the greatest criticism s in connection with a possible use the money for maintenance purorganized rough the American Automobile As-ciation National Good Roads Board, al-ost unanimously objected to this pro-Eliminating entirely affitenance expenditure, the Spenditure, the Spending thus sets forth the or for its objection:

proval of the plare, surveys, specifi-tions and estimates, but is only au-orized to examine them and deter-

what would be a reasonable cost

The House bill carries a provision committee believes that the applica-ion of Federal funds to this purpose evold constitute a never-ending drain pon the Federal treasury without ap-recipible results in the form of a reater mileage of improved roads, and ould tend to stide the spirit of self-cle on the part of local communities. Ip on the part of local communities.

By confining the expenditure of the set fund supplied by the Federal government and the respective State governments to construction rather than expended has been productive ults, it will not only go far to-providing convenient highways after but will, like the example ged management and skilled meth-already cited, have a most bene-influency upon the lesser units of

OMPRESSION INNER TUBE IS DEMONSTRATED HERE

ing. Wearing and Slow Leaks As in Old Style.

Local automobile owners are inter sted in the compression inner high is being demonstrated for the constructed that by application of the principle of compression on rubber ped and twhen withdrawn the hole made by it is closed so that the tube annot deflate.

After elaborate tests, extending over

nearly a year, and after these tubes have been driven on for over one million car miles the manufacturers latin that there tubes will not leak rem ordinary road punctures such as nails, tacks, glase, etc., even if driven on, for days before the puncturing obect is discovered and extracted.

Its thickness and natural tendency to eturn to normal shape controls its hanging form under all conditions and prevents the possibility of pinchwearing and slow leaks, as in the old-style tubes.

Casings will not rim-cut if driven

on for any distance and at any speed when the tire is partly deflated or

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wholly collapsed from any cause. Inflation of fifteen to sixteen pounds per
rated inch only is necessary to give
fine same "stand-up" effect given by
several more pounds with the old
style tubes.

Exhaustive tests—both gas and electric—show equal mileage for a gallon
of gasoline or a K. W. II. of electricity
as compared with old-style tubes.

It is also claimed for this tube that
it resists blow-out proof. It protongs the life of the casing and gives
full and detailed information substantiating all claims is given by the
forman John II. Bankhead, of the
street of Applications,
Aid Not Umited to Maintenance.

WASHINGTON, D. C. March 18.—

WASHINGTON, D. C. Same by a
trice and the point of being almost blow-out proof. It protongs the life of the compression inner
tube, which is set 212 North Eighth
Street This tube is being demonwith the nails in the tire, then withflation of fifteen to sixteen pounds per
boal later, and did not get into actual
service an soon, "No. 3," once in the
service of Arbuckle Brothers, was sent
to Pittsburgh, and began its long
period of delivery work over the hilly
sirred of Application of the subset tubes.

It is also claimed for this tube that
it resists blow-out proof. It protongs the life of the compression inner
tube, which is set 212 North Eighth
Street This tube is being demonwith the nails in the tire, then withdrawing the mails without a bubble of
air escaping.

It is claimed that the compression
the subset of delivery work over the hilly
stricted of Arbuckle Brothers, was sent
to Pittsburgh, and began its long
period of delivery work over the hilly
structs of the city and began its long
period of delivery work over the hilly
structs of the city and began its long
period of delivery work over the hilly
structs of the vicinity on June 11. ISI1.

To take care of the large volume of
distance delivery allotted to it, "No.
3" had to work hard a to wor

miles covered, the truck, four and a half years old, is so good that it brings \$2,000. Brainard Brothers are delighted with its condition, and believe

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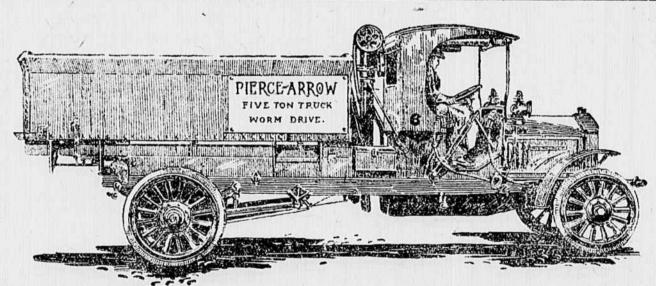
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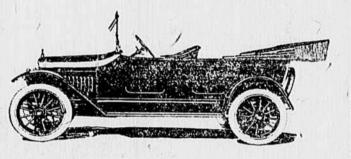


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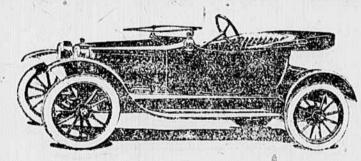
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